

Subject: Location for 8/13 Parking Working Group Meeting is Room 1040
From: Marcel Porras <marcel.porras@lacity.org>
Date: 08/13/2014 09:47 AM
To: Mott Smith <mott@civicenterprise.com>
CC: "Michelle O'Grady" <michelle@teamfriday.la>, "LA Parking Working Group / Policy & Strategy GG" <laprwg-policy-and-strategy@googlegroups.com>, "Irene Tsuada Simonian (bunkado@sbcglobal.net)" <bunkado@sbcglobal.net>, "Dee Allen (detrich.allen@lacity.org)" <detrich.allen@lacity.org>, Jeffry Carpenter <jeffry.carpenter@gmail.com>, Andrew Thomas <andrew@westwoodvillagedistrict.com>, Noel Hyun Fleming <noelhflaming@gmail.com>, Donald Duckworth <duckworth.donald@gmail.com>, Steven Vincent <laparkingfreedom@gmail.com>, "Leron Gubler (leron@hollywoodchamber.net)" <leron@hollywoodchamber.net>, Jeff Liu <mrjeffliu@yahoo.com>, Juan Matute <jmatute@ucla.edu>

Located at City Hall on the 10th Floor.

The room has capacity for approximately 24 people.

On Aug 13, 2014 9:04 AM, "Mott Smith" <mott@civicenterprise.com> wrote:

Of course.

Mott Smith
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From: Andrew Thomas [mailto:andrew@westwoodvillagedistrict.com]
Sent: Wednesday, August 13, 2014 9:04 AM
To: Donald Duckworth
Cc: Jeffry Carpenter; Mott Smith; LA Parking Working Group / Policy & Strategy GG; Dee Allen (detrich.allen@lacity.org); Irene Tsuada Simonian (bunkado@sbcglobal.net); Jeff Liu; Juan Matute; Leron Gubler (leron@hollywoodchamber.net); Marcel.Porras@lacity.org; michelle@teamfriday.la; Noel Hyun Fleming; Steven Vincent
Subject: Re: Parking Group -- Getting to Final Recommendations

See you all a little later today unless my LADOT meeting runs too long. Mott, okay if I text you when I'm on my way in case the meeting is over?

Andrew

On Aug 12, 2014, at 9:57 PM, Donald Duckworth
<duckworth.donald@gmail.com> wrote:

Great work by all. Let's not let the perfect become the enemy of the good. Let's move ahead tomorrow!

On Tue, Aug 12, 2014 at 8:21 PM, Jeffry Carpenter
<jeffry.carpenter@gmail.com> wrote:

Hi Mott, Steven,

I have to apologize for having had to attend other commitments this week and missing most of these discussions. I haven't been able to give these points the consideration they really deserve, but I feel that we are missing some our basic big ideas as I understood them.

Among the Over-Archiving Principles I would have anticipated leading off with would be—

- Parking fees and fines shall be deposited in a new City Parking and Access Management Enterprise fund, superceding the existing Special Parking Revenue Fund.
- Expenditures from the Parking and Access Management Enterprise fund shall be exclusively limited to investment, management, planning, development and operation of parking and access facilities, including connecting alleys and sidewalks, in the City of Los Angeles.
- All Parking and Access Enterprise funds not expended in a given fiscal year shall be retained for successive years' capital and operating budget needs.

Absent these introductory principles, there is no context for

mentioning the City's structural deficit.

For the 3rd bullet, I might suggest something along the lines of—

- Partnerships with capable local district entities to better and more effectively respond to parking and access needs should be encouraged.

As for Policy Recommendations, I would think the leading recommendation would be along the lines of—

- Design and develop a new City-wide fiscally independent Parking and Access Management Administration entity, closely connected with both LADOT and LADCP, to proactively analyze, plan, develop and deliver projects and programs to optimize parking and accessibility throughout the City of Los Angeles.
and
- Identify any necessary State legislative actions needed to make the new City-wide Parking and Access Management Administration fully functional and operational.

I would add to Zoning Code Reform—

- Task the new Parking and Access Management Administration, in close collaboration with LADCP, LADOT and LADBS, with the administration of all parking and access-related permit, entitlement and CEQA reviews.

The underlying theme for me is to not only realistically empower an entity in the City to effectively and efficiently deliver on the parking and access needs of the City, but to also be able to incentivize, delegate to and empower the development of capable local entities to do the things that local entities can do more effectively than the City can.

Apologize again for the late hour response.

Jeff C.

On Fri, Aug 8, 2014 at 6:31 AM, Mott Smith
<mott@civicenterprise.com> wrote:

Hi guys,

We have made some excellent progress in our work, and we'd like to complete an initial recommendations document by the end of the month. One of the items will be a request that the City Council direct City staff to work with us on specific legislative and/or policy language to implement the other recommendations.

We would like to build the recommendations by fleshing out the areas of general agreement on our committee. We've started a draft document that collects these areas of agreement. Please review and comment. We would to meet next week - **Thursday, 8/14 at 3:00 p.m. to discuss and finalize the list.**

[Here's a link](#) to the areas of agreement that will form the basis of

our recommendations.

To make this simple, here's the list you'll see if you click on the link:

- Postpone extending any contract with Xerox or any 3rd party vendor involved in parking enforcement, revenue collection or citation adjudication, until working group's work is completed
- The California Vehicle Code should be amended to eliminate free, unlimited parking for disabled placard holders and instead focus on accessibility.
- To adopt a graduated or progressive parking fine schedule to encourage compliance.
- Enforcement should be done so as to encourage compliance, not to maximize ticketing revenue
- Reduce or eliminate parking requirements
- unbundling
- parking revenue, and particularly parking violations revenue, needs to be securely segregated into a separate fund and used for parking and related transit and street services only
- locally based stakeholder input process into the design of neighborhood parking regulations and allocation of capital to projects and programs. Integration of BIDs into this process.
- parking supply and demand management is a core city service
- Parking price should be set exclusively to optimize availability

Feel free to add ideas directly to the Google Doc or suggest by email.

Please RSVP for next week's meeting at your convenience.

Thanks,

Mott & (virtually) Steven

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Jeffry (Jeff) Carpenter